

# PARK AND STREET PLANS FOR PENSACOLA ARE PREPARED

Geo. W. Kessler Submits His Report to Civic League a City Plan.

ENGAGED BY LEAGUE AND CITY COUNCIL

LANDSCAPE ARTIST OUTLINES BEAUTIFUL PARK AND BOULEVARD SYSTEM WHICH INCLUDES WATER FRONT DRIVES AND ADDITIONAL PLAY GROUNDS—PALAFOX PARKWAY A FEATURE

The Civic League has received the report from Geo. W. Kessler on the city street and park plan which the league and the city council engaged Mr. Kessler to draw up. The report, with map, The Journal publishes as follows:

**General Report.**  
The accompanying general plan and the detail drawings for a park and boulevard development in Pensacola illustrate a thoroughly feasible and sufficiently complete scheme of improvement, and while the principal waterfront is apparently out of the question, there is a considerable very picturesque line of possible water front development along both bays that will do much to compensate for the loss of that immediately on the city's front.

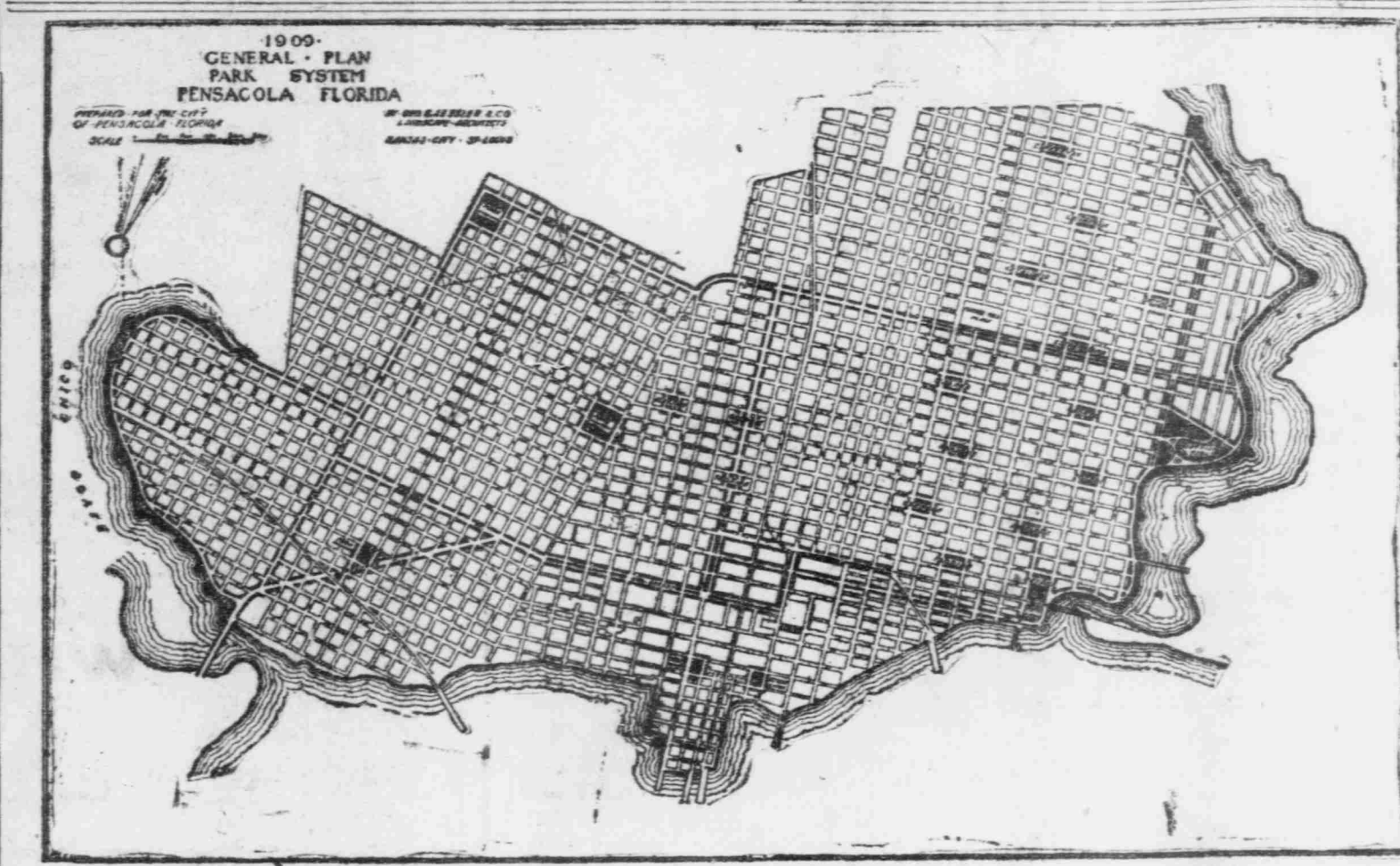
The natural beginning for all improvements in Pensacola is on Palafox street, and in fact in the central section of the city. The reach on Palafox north to Wright requires special consideration.

As a line of communication around the city it would be necessary to use Gregory street eastward from Palafox Parkway, and directly on that street reaching the point of land at the mouth of Bayou Texar. At this point you have one of your best water front views, as well as of very considerable ground overlooking a great stretch of water and fairly close in town, certainly in direct touch with your good residence districts and the property apparently not essential for use for commercial or industrial purposes.

Immediately to the north of it and across the Louisville & Nashville tracks is Havana Square, and the two properties together, even though separated by the railway, will make an exceedingly valuable park development locally, as well as of very considerable general value. Thence in an encircling scheme it is very feasible to carry a driveway and a fringe of park upon the westerly shore of Bayou Texar throughout its entire distance along the planned area of the city to the north. It would be a very great misfortune for the present, particularly for the future good appearance of Pensacola if you do not make use of the opportunity for this driveway and parkway improvement along these two water front areas.

And Chico, and especially in the former making such a fine connection with Bayview Park. Pine avenue supplements this route, reaching directly north from Bayview Park and making possible the return from the northern end of the Bayou Texar Parkway. Thence from Bayview Park west on Sierra street, and passing Esplanade Park and Falmie Hill Place on a reach that admits of a double roadway system at least as far as Eighth street, and in a single roadway improvement approximately to Reus street, thence westwardly indicated on Calhoun street. But of course if another or parallel street offers better possible response than private development or more prompt improvement on the part of property owners, there is no reason why another street, which would adapt itself more readily to this improvement locally, should not be used as an alternative. This encircling boulevard could extend to First avenue, or possibly Second avenue should be used, a park should be placed approximately as shown on this general drawing, and the boulevard run westerly to the bridge and across Bayou Chico, thereby connecting with the main highway along the bay front, a secondary loop being made by running west along Thirteenth street to its nearest connection with the shore line of Bayou Chico and there keeping the entire shore line and ample room for a park frontage along its entire length to the county bridge, returning from that point, the southerly and easterly end of Bayou Chico Parkway, on the diagonal boulevard already dedicated through the Maxent tract along Barrancas street to Garden street, which will make the principal thoroughfare eastwardly and into the wider sections of Garden street, returning into Palafox and the business section of the city. It will also certainly be well worth while to project the narrower portion of Garden street from Barrancas and D streets directly into First Avenue and there with the main line of the general circuit.

**Garden Street.**  
On Garden street east of Palafox the same improvements would naturally prevail to Alcaniz. On Alcaniz street it would be well to do much more than that indicated on the general and detailed drawings for the central portion of town, description of which follows. The general plan shows also the use of Palafox street north from Wright to Sierra. Needless to say, this becomes a main thoroughfare, still not a principal one of the pleasure drives of this proposed system, inasmuch as it is in part occupied by the street railway, and being a principal traffic thoroughfare, may not without considerable resistance



Reduced map of Pensacola—Black lines showing Main Boulevard and Driveway plans—Black Squares Showing Parks already established.

ance or perhaps hardship be devoted largely to pleasure driving, although its direction and the private improvement along the sides warrant its finish in the very best possible manner.

In the platting of the great easterly section of the city you have been fortunate in the liberality of dedication of a number of good sized squares for local parks, and as the residence sections immediately around these properties develop it will certainly be worth your while to make consistent improvements on each of these, and give to the surrounding resident population the comfort and pleasure that such properties make possible.

**Western Section.**  
The clustering of these properties in the easterly section, however, immediately makes apparent the need of similar properties in the westerly districts. While you cannot be expected to obtain as many on the west, yet I believe those shown will serve in their particular regions until Pensacola feels itself able to apply sufficient funds to the purchase of more of these properties, and as each residence district becomes more crowded you will find a stronger demand for some one block or two in addition to those shown. It might be well to secure such properties in the immediate future and leave their improvement for a considerably later time.

In Bayview Park you have one of the larger properties, several of which the city should in time possess. No attempt has been made to indicate possible future properties of larger size, and in fact with the occupancy of the water front in both bays and with their natural control of the entire water surface as beautiful park area, other much larger park property becomes less necessary for Pensacola. However, a study of the city itself, and of the general plan, shows the total absence of use for pleasure purposes or embellishment of any portion of the bay front. This is really unfortunate. Except for the suggested pleasure pier at the Florida Blanca street, there is no opening on the water front to which your public as such has access. Very fully appreciating the necessity of first considering the commercial and industrial factors of the city itself, of course incidentally, it would really seem a necessity to have along a small portion at least of the front close to town, and one or two blocks giving free public access to the water's edge and establishing such spots as resting places downtown in the interior already established and really very nicely improved. Appreciating the necessity for preserving ample dock frontage, it would seem that the entire water front is not absolutely essential for these uses, and assuredly your public is entitled to a more direct use of your best asset, the salt water shore.

In this study there has been no attempt to suggest spots to be used or their manner of improvement. If you will carry forward at a consistent rate those developments herein suggested, you will have accomplished a very considerable additional value to your city's comfort and good appearance, and emphasizing what you ought to make of a city, a pleasant place of resort for a large territory within easy reach of Pensacola, and there is no reason why, with your harbor and all its facilities and possibilities for pleasure resort and the varied topography of the city, you should not secure to yourselves a very much greater proportion of the tourist travel along the gulf. None of this will be attracted, however, unless considerable effort is made, further than that of Palafox street improvement alone, in the direction of attractive good appearance.

**Palafox Parkway.**  
The development of your paving improvements, which became the incentive toward the fine improvement of Palafox and other streets is a most excellent beginning toward the general aim of municipal improvement, and the importance of the very best possible work along that particular stretch of Palafox street cannot be over estimated.

The detail plan of subdivision and improvement of Palafox street clearly illustrates the suggestions for its improvement. Of course the particular point is to secure compact areas not only for the business frontage but for the vehicle and pedestrian travel, all separated from each other and giving opportunity for their distinctive uses. The general subdivision is based upon 15 feet of sidewalk space from prop-

erty to curb line, roadways of 30 feet and 10 foot space for single street railway track, then the broad area in the center 70 feet wide, and again the street railway, street, and sidewalk spaces on the opposite side. With reference to the car tracks, it is possible when the vehicle travel on these 30 foot roadways becomes sufficiently great to warrant expansion, then the area occupied by the street railway, which it is now proposed to keep in grass, can, without disturbing these tracks, be paved and thereby securing 40 feet of roadway on each side of the central parkway, still leaving as a most important feature the central park.

As to the alternative which you originally faced, of leaving the double track street railway in the center of this ground space, it is true that the double track, all but the rail covered with Bermuda, and a broad grass space on each side of car tracks and covering the entire central area between the roads, would have been a great improvement over the present unfortunate condition, and just as every bit of successful improvement in appearance is good and much better than that which prevailed before, so such an improvement with the trees planted on the sides and the ground surface generally smoothed over and with pavement on both sides, the whole of it would have looked well, but if you had done so you would have found that you had lost every possibility of usefulness in any of that area except for the business traffic on the streets and sidewalks, and it would have been not only a serious loss to your whole public but a waste of a fine opportunity which would in time react against the whole city, which you consider the really beautiful thing which can be accomplished on that central space and without detriment to the traffic and the plans presented. In order to segregate pedestrian travel from the street railways, the plan suggests a hedge of Eucalyptus. This will give an absolutely light, dark green hedge, evergreen, and of considerable rapid growth, and it can be held down in trimming to approximately three or four feet in height, so as not to become a barrier to the eye and a detriment to the good appearance of the whole area. In the north and south blocks the broad, central path will give ample opportunity for direct passage through, and lined with seats, make a pleasant resting place. Very naturally, however, unless properly policed and carefully governed, it will become a leading place for undesirable citizens. This would, happen, however, anywhere among pretty places and is only a matter of police regulation. The suggestion for gravel on these paths is based upon economy. When you find yourselves able to pave this area with permanent materials, the best probably is cement. In planning for shade, the plan suggests trees of certain kinds along the hedge on the interior space and on the sidewalk spaces between sidewalk and curbing. For the general good appearance of the broad central parking, it would be better not to have trees lined up along the central path, yet appreciating the value of shade, there would be no serious objection in the good appearance of the property to establishing a row of lines of trees similar to those used in the same blocks, placed say 3 feet out from the edge of the central pathway of the north and south blocks, and in time securing a complete shade over the central path and the greater part of its length in each block, and covering the roofs with hardy vines that would give complete shade very many years earlier than shade planting of trees. In the central block it seems desirable to vary the possible monotony by placing grass space and opportunity for fine floral embellishment in the center, leaving the walks against the double hedge and some of the palms, both native and exotic. While the native palm, or rather the palm native to the peninsula of Florida, is in no sense a shade tree, yet along the gulf coast there is no reason why you should not somewhat emphasize the sub-tropical character of your climate and show some of the forms of the tropics.

This will be especially attractive to the visiting public and should be equally so to your own population, especially since the palm forms are all attractive in appearance. At the head of the broad portion of Palafox street a suggestion is offered to build a balustrade and slope down sharply from the cross sidewalk of Wright street into a somewhat sunken area. This area to run out even with the sides near the central fountain. When approaching this section from the north the present condition of the street shows a somewhat awkward ground line and a loss of distance through the foreshortening that appears to the eye in looking down such a lone reach, and this bit of architectural embellishment and consequent terrace at this point will very materially aid in giving an impressive head to this whole improvement.

While Wright street may be differently improved, it is definitely recommended that the subdivision be as indicated on the cross section "C-D", making a roadway, inclusive of the double track street railway in the middle, of 40 feet, a parking and grass area of 25 feet on each side of that central roadway, and very seriously considered by every one, just as much as schools, churches, opportunities for recreation other than that of the parks, and each community that has so far made any expenditure, whether large or small, has found that such expenditure becomes not luxury, but a most distinctively advantageous investment. You will doubtless carry such improvement as you can make out of general revenues, or if possible later out of bond issues chargeable against all classes of property. Many cities in the country establish, improve and maintain their park and boulevard properties out of special taxation chargeable under one class of property, sometimes land only, sometimes all the property, and improvement, and in those cities as well as where only general funds are applied, even the owners of property specially taxed constantly urge greater improvements along these lines. Your present paving projects will unquestionably give you the same

will permit you. Four new sites of similar properties are suggestions on the general plan; the one a prominent outlook point, and the only one on the bay waterfront, is the block south of Havana Square in the eastern end of the city, and here there should be a pleasure pier and an opportunity for safe bathing. If this property is owned by the railroad company it will be a gracious act, and I am sure fully appreciated by your people, if it were surrendered to park uses, unless exceedingly important railroad development plans will immediately require that spot, and it is certainly worth while to urge the acquisition of that particular block.

**Play Grounds.**  
In the western section of the city, the plan suggests the acquisition of four blocks for public playgrounds. The site itself is eminently well fitted for its use, and without necessarily disturbing the neighborhood a really very excellent playground can be established there as well as in the northwest section of the city, which seems to be developing in what is known as the Kupfrian tract, and again in the Maxent tract, not necessarily the exact spot indicated, but somewhere along that line a square along Barrancas Boulevard. I do not believe it necessary to present arguments to your city government, your committee or your public, who are attempting to connect the necessity of the value of carrying out this general park and boulevard plan. There is not an American city, not in fact any that has not already felt the need of making themselves more attractive than the earlier and pioneer conditions permitted, not only to the resident population, but in as much as every city in the country is in competition with its own class for other desirable population, the element of comfort and enjoyment in an attractive home city is very seriously considered by every one, just as much as schools, churches, opportunities for recreation other than that of the parks, and each community that has so far made any expenditure, whether large or small, has found that such expenditure becomes not luxury, but a most distinctively advantageous investment. You will doubtless carry such improvement as you can make out of general revenues, or if possible later out of bond issues chargeable against all classes of property. Many cities in the country establish, improve and maintain their park and boulevard properties out of special taxation chargeable under one class of property, sometimes land only, sometimes all the property, and improvement, and in those cities as well as where only general funds are applied, even the owners of property specially taxed constantly urge greater improvements along these lines. Your present paving projects will unquestionably give you the same

Along Garden street at its maximum width both east and west of Palafox street, advantage is taken of the possible double roadway conditions, still providing ample roadway width. The avenue trees are here indicated as standing in the center of the grass space between sidewalk and curbing on the property line side, and on the parking side much closer to the central path in order to make possible the widening of the 30 foot roadways when this should become necessary. On Garden street with its space narrower than Palafox, the most successful treatment is doubtless that of the formal lines of paths and tree planting, which will give that entire space a dignity impossible if attempt is made to plant lower growing groups of shrubbery on the central space.

**Alcaniz Street.**  
Alcaniz street might have been as important and certainly as beautiful as Palafox, but the area adjoining on the west is already occupied by warehouses and other commercial property used without disturbing the use of the street for other purposes it would be practically impossible to utilize more than the spaces indicated on the plan; and the occupancy of the western portion by the railroad for storage, team and approach tracks, precludes embellishment on that side. However, there should not be any encroachment by the railroad of the paved street surface itself, and this should go directly through, and the grass should be planted on the west side as well as on the east in order to segregate the tracks, as much as the appearance of these trees may do that, from the street itself. The eastern side can be parked as shown, and in the simplest way by the avenue trees, and paths and grass make this very excellent.

Of the smaller parks, you have in the public square, and in Seville two properties which constantly demonstrate their value as beauty spots, and their improvement has been excellent, although the suggestion to group shrubs planted upon this would, I think, enhance their good appearance. In this set of plans suggestions are offered for the specific improvement of certain properties. The plans are clear in themselves, and the planting plan accompanying may be worked to as rapidly as your funds

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**A BANQUET**  
spread before you would do you no good if you could not eat it. Good food is a child when as soon as it enters its stomach it is eaten by worms. That's the reason your baby is alling, cross, pasty faced and thin. Give it White's Cream Vermifuge. It will expel the worms and act as a tonic for the child.

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impetus toward further improvement of that kind as the least bit of consistent park improvement will force your city to carry out the whole of this or similar projects.

## A DYING WIFE SEEKS HUSBAND

WITH ALMOST LAST BREATH SEEKS AID OF POLICE—WRITES A PATHETIC LETTER AND PLEADS FOR SOME WORD FROM HIM BEFORE SHE DIES.

While his wife lies dying of tuberculosis, somewhere in this wide world, Wendall Z. Sanborn, formerly of Boston, is seeking work or has met death in the search, says the Jacksonville Metropolis.

Pleading with almost her last breath that she be aided in finding him, Mrs. Sanborn has written to Chief Vinzant, of the local police department, to make a search for him here. Sanborn is thought to have come to Florida and has not been heard from since he left Wakefield, a suburb of Boston, Mass., on November 6, 1908.

Resigned to her fate and believing that nothing can save her from death, the woman asks only one thing of the world—the return of her husband. From the tone of her letter death would be robbed of some of its pang by a sight of him who to her is dearer than all else. One sight of his face is all she asks.

**Letter to Police.**

Her letter to Chief Vinzant follows: "I am trying to find my husband, and enclose your slips with pictures and descriptions of him. Will you kindly let all the newspaper have one, for it would seem a Godsend to find him before I die. I am sick with tuberculosis, and the doctor says under this suspense I cannot live long. I do hope and pray that I may see him again before I die. I have looked for him until my strength has given out. Now I don't know what to do, but I think if the descriptions were put in the papers there he might see them, or someone may see him as he was looking for work. I think he went in his hand to most any kind of work that I do hope that nothing has happened to him. Would you know if he was sick or killed? He was a sober, home-loving man. I will close, trusting that you will help me."

"RESPECTFULLY YOURS,"

"MRS. WENDALL Z. SANBORN."

Sanborn's picture shows him to be an ordinary looking man, fitting the following description, which is appended: "American; age 33; height, 5 feet 8 or nine inches; weight, about 175; dark brown hair, curly if long; bald at crown of head; brown mustache; large blue eyes; dimple in chin. Both arms tattooed from wrist to elbow, designs, not filled with roses; the other, a woman holding an American flag with eagle at top. One little finger was crooked. He was a woodworker, but could turn his hand at any kind of work. A reward of \$25 is offered for any information concerning this man which will lead to his being restored to his family."

Any information that will lead to the finding of Sanborn will prove, as she says, a Godsend to Mrs. Sanborn, and Chief Vinzant, ever ready to hear and heed the cry of unfortunate, wishes nothing better than to be able to send him home.

**A BANQUET**  
spread before you would do you no good if you could not eat it. Good food is a child when as soon as it enters its stomach it is eaten by worms. That's the reason your baby is alling, cross, pasty faced and thin. Give it White's Cream Vermifuge. It will expel the worms and act as a tonic for the child.

Sold by W. A. D'Alemberte, druggist and apothecary, 121 S. Palafox St.

## HUDSON BURR IS "WARMING UP"

AN ARTICLE IN MIAMI NEWS-RECORD ROUSES HIS IRON-BANDED "CONTEMPTIBLE"—HE DENIES THAT HE ENTERED INTO A POLITICAL DEAL.

Hon. Hudson Burr, chairman of the Florida Railroad Commission, thus calls a Florida editor to time for expressing a political "pipe dream."

Tallahassee, Fla., Oct. 2, 1909. To the Editor of the Miami News-Record, Miami, Fla.

Dear Sir:—In a recent issue of your paper you publish an article in which you connect me with certain political conferences and deals. I quote from your article:

"The recent announcement of Hon. Lewis Zim, of St. Augustine, that he would be a candidate for congress in the Second district before the primaries of next year is the first indication that certain political conferences that have been held this summer are bearing fruit."

"It is evidence of one of the finest political deals that has been entered into by politicians in many a long day, and which, if carried out, will break up the political calculations of many aspiring politicians."

"The News-Record is in receipt of reliable information from a source that cannot be doubted that exposes the inside facts of the proposed deal, and that will stir up considerable in-

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terest in political circles.

"Reading Mr. Zim's announcement carefully it becomes evident that he does not commit himself to running as a congressional candidate, but leaves something open for after consideration."

"Instead of Mr. Zim's finally running for congressman, he will give place on the ticket to R. Hudson Burr, now railroad commissioner, who will try to fill Frank Clark's shoes."

"For his service Mr. Zim will, at the proper time, become a candidate for McClain's job as commissioner of agriculture, and be supported by those in the present deal."

"I would pay no attention to this contemptible article but for the fact that you undertake to connect me with entering into political deals, and in doing so use the language: 'In receipt of reliable information from a source that cannot be doubted that exposes the inside facts.'"

In the first place I wish to say that I know nothing of any conference or conferences being held.

In the second place, I have never been a party to a political deal in my life, nor do I ever expect to be.

In the third place, I am not a candidate for congress, nor have I been even tentatively.

So far as your statement refers to me, I brand it as an unmitigated and malicious falsehood, manufactured from the "whole cloth" for political purposes.

When I get ready to run for congress or fill other office I shall not hesitate to apprise the people of my state of my intentions without entering into political deals.

R. HUDSON BURR.

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